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Hongkong, 20th July, 1908.

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ACKNOWLEDGEMENT.
Mr. and Mrs. H. HAYNES, of Canton, desire to
return their sincere thanks for the kind messages
of sympathy and condolence received from my
friends in their recent bereavement.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HON. KONG, JULY 20TH, 1908.

To appreciate the extent and importance
of the work done by the Medical Department
of the Government of Hongkong one
has only to take up the current number of the
Government Gazette. Here we have a
collection of reports and statistics occupying
close on one hundred pages setting
forth in considerable detail the nature of
the work done during the year 1907. In
the General Report by the Principal Civil
Medical Officer, and the Medical Officer of
Health dealing with the sanitary condition
of the Colony, the most striking feature is,
perhaps, the proof given of the success of
the Government's anti-malarial measures.
These were inaugurated in 1899, but not
much was done during the first year or
two. A table showing the admissions
for malaria to the two largest hospitals
of the Colony, the Government Civil
Hospital and the Tung Wah Hospital
—reveals the gratifying fact that the
average admissions as well as the average
deaths have been substantially reduced as a
result of the war against the mosquito.
Taking the returns of the last two years it
is seen that for the first five the average
admissions into these two hospitals were
982 and the average deaths 122. During
the last five years the average has fallen to
490 admissions and 74 deaths, notwith-

standing the fact that during the last two
years many cases of malaria which have
occurred among the men on the railway
works have been brought to these hospitals
for treatment. The visible increase during
the last two years in the admissions to the
two principal hospitals has been due to that
one fact. On an average over 2,400 men
were employed on the railway works last
year, exclusive of European contractors and
their employees, and the medical officer to
the railway reports that 1,188 men were
treated for malaria at the North and South
Face Camps. Only 89 cases, however, were
sent to hospital. Paradoxically, it may be
mentioned that there is in the medical
reports no indication of any doubt as to the
cause of the extensive prevalence of malaria
at the railway works. The layman is prone
to think that the breaking of new soil gives
off a malarial miasma, but the medical
officers are apparently satisfied that the
mosquito is entirely responsible. It may be
that the breaking of the soil disturbs the
peace of the mosquito who takes his revenge
on the disturbers. At any rate nullah-
training, in order to get rid of mosquito
breeding pools, is the anti-malarial measure
which the medical officers recognise as of
first importance. It has not been adopted,
however, at the railway works because of
the great expense it would entail, but the
employment of kerosine oil as a preventive
of mosquito-breeding in the pools, and the
administration of quinine to the men as
a daily routine have combined to effect a
steady decline in the number of cases. There
is no room for doubt that the nullah-training
which has been done on the slopes behind
the city of Victoria, and the other means of
warfare against the mosquito which the
Government has employed during the past
eight or nine years, prove their value in the
reduced mortality from malaria. This
reduction is very marked among the European
troops. They have in the past suffered
severely from malaria, but last year there
were fewer cases among them than in any
previous year. That the deaths from
malaria among the Chinese in the city were
more numerous both in 1907 and 1908 than
they were in 1904 and 1905 can
confidently be ascribed to the importations
from the railway works at Kowloon, but the
statistics afford very clear proof of the
success of the anti-malarial measures
adopted on the island of Hongkong, and justify
further expenditure on similar work. We shall probably always have
malaria with us, because, as the Principal
Medical Officer points out, our Chinese
population is constantly receiving additions
from the mainland of China, and the resident
Chinese pay somewhat frequent visits
to their native land. It is the Colony's
misfortune to have malarial cases introduced
in this way, but it is at least the Colony's
business to do all that sanitary and medical
science can suggest to remove the possibility
of malarial infection from local conditions.
The Medical Department can sincerely be
congratulated on what has so far been
accomplished in this direction.

Only two cases of plague figured in the
return for the 18th inst.

The incessant rain of Saturday stopped all
local sport—polo matches and a bowling
match.

At the Police Court on Saturday Mr. M. A.
Reznick prosecuted a rickshaw coolie for refusing
to accept hire while disengaged. A fine of \$5
was imposed.

The return of books registered under section
6 of Ordinance 2 of 1888, during the quarter
return 30th June, 1908, is published in the
"Gazette."

The current "Gazette" contains copy of an
order of His Majesty in Council extending the
provisions of the Wireless Telegraphy Act,
1904, to British ships whilst on the high seas.

It is reported that the restoration of China's
navy will be carried out in eight years. Peking
will be the northern area, Kwangtung the
shoutern, and Nanyang the central.

Their Majesties have asked the various
ministers to devise ways and means to raise
funds for the Imperial Exchequer as the
Treasury is almost empty and loans are not
easy to raise.

The total output of the Chinese Engineering
and Mining Company's three mines for the
week ending 4th July 1908 amounted to 24,469
tons and the sales during the period to
17,250.65 tons.

The Opium Commission, ill at Shanghai
—reveals the gratifying fact that the
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The water polo fixtures for this week, in connection with the third round of the Shield competition are—On Wednesday at 6 p.m., Corinthian v. Royal Engineers. At 6.30 p.m., V.R.C. v. 83rd Co. R.G.A. On Friday at 6 p.m., H.M.S. "Tamer" v. 87th Co. R.G.A.

Sir Nicholas Roderick O'Connor, G.C.B.,

K.C.B., G.C.M.G., of Dundurnett, Bally-

moe, co. Roscommon, Ireland, some time his

Majesty's Minister at Peking and Ambassador

at St. Petersburg, who died on March 12, aged

sixty-four, left personal estate valued at

£33,850, of which £4,278 is in England.

The Viceroy at Nanking on instructions
from the Waiwupu has wired and ordered the
Shanghai Taotai to pay £14,000 to the Deutsch
Asiatische Bank to be sent over to Berlin as an
installment of redemption of the foreign loan
through Arnhold, Karberg and Co. due on the
1st July. The Shanghai Taotai has replied to
the Viceroy that he has done so.—Sinanpao.

The Criminal Sessions open this morning, the
calendar being as follows—(1) Wong Muk (a) Wounding with intent to commit murder; (b) Wounding with intent to maim; (c) Wounding with intent to do grievous bodily harm. (2) Ian Keung and Un Wai Tak, murder. (3) Tong Nam and Ng Chin, uttering an altered
banknote.

The Central Government has wired to the
Viceroy and Governors of Provinces notifying
them that the following classes of people are
debarred from starting societies for the
discussion of political affairs—Military, police,
priests, professors and students; persons under
the age of 20 years, women, ex-convicts,
illiterates.

Last Friday the water police found the body
of a man floating in the harbour, but so far
as we have been able to identify it. The body
appeared to have been that of a fireman about
35 years of age, and is believed to have been in
the water for at least three days. It is not
thought that there has been any foul play, as
there were no marks of violence on deceased.

At to-morrow's meeting of the Sanitary
Board instructions for the guidance of the
Administrative Head of the Department will be
read, and correspondence will be submitted
relative to the re-appointment of select com-
mittees. Further correspondence will be dealt
with regarding the treatment of plague patients
at the Fong Lin Hospital, Canton, and relative
to the use of caustic as plague preventers.

The "Shanghai Times" learns that the
Chinese Police of the City have succeeded in
arresting a revolutionary who was concerned in
the bomb outrage on the High Commissioner
to the United States and Europe a couple of
years ago. He was brought before the Shanghai
Magistrate on the 13th inst. and it is expected
that he will be conveyed to Nanking for further
enquiry.

An important conference was held in Peking
a week ago, between His Highness Prince Su,
the Commandant of Nine Gates, and the Civil
Governor of the Capital, to discuss the question
of the establishment of local municipal govern-
ment in Peking as a model for other cities. A
copy of the proposed detailed regulations was
drafted by the conference and is to be submitted
to the Throne for Imperial sanction.

Those present at the Alexandra Cinema-
Theatre No. 2, Zustand Street, on Saturday
night spent an enjoyable time. This new
Variety Company opened for the first time in
Hongkong on Friday night, and the favourable
impression they created attracted a large
audience on Saturday, when the programme,
equalled that staged on the opening night.
There was an excellent display of Cinematograph
pictures during the evening.

In view of Russian intervention the move-
ments of the expeditionary force sent to
suppress the Hungarians have been suspended
for the time being. H. E. Hsia Shih-chang,
Viceroy of Manchuria, has drafted special
regulations for the operations against the
Hungarians, and these regulations have been
accepted by the Russian authorities. They
only await the sanction of the Throne before
being put into practice.

The Chinese Immigration Bill, which was
recently passed in the Canadian House of
Commons provides that Chinese may only be
admitted to Canada as students who have been
studied in China, and who come to Canada to
continue their education. All such students will
have to pay a head tax of \$300 upon entering
the country, but this money will be refunded
after the student has completed a year's study
in Canada.

The "Shanghai Mercury" has received news
from the north from a reliable source that His
Excellency Yuan Shikai has appointed Mr. H.
Kingsley, formerly manager of the Chinese
Engineering and Mining Co., general manager
of the Chinese new mines at Ma Chia-kow.
Our contemporary understands that these mines
are the same that Sir John Jordan was now asking
the Chinese to close and which the Chinese
Mining and Engineering Co., Ltd. claim, but
which the Chinese state they have no right to.

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CHINESE HEROES.

REWARDS FOR BRAVERY.

The bravery of the coxswain and crew of the steam launch "Kam Shun" in saving life at the wreck of the "Powan," already recognised by money awards, was on Saturday afternoon recognised in a more permanent manner by the presentation of medals to the eight gallant Chinese seamen. The story of how, by their timely arrival and indefatigable efforts, they took off most of the passengers of the ill-fated steamer is already well known, and it is extremely gratifying to find that the Chinese community appreciate so highly the noble work of the men of their own race. The silk banner for the owner and the medals and money for the coxswain and crew were subscribed for by the Chinese community, and the presentation of these was made on Saturday afternoon. H.E. the Governor was prevented by pressure of official business from attending, but the Registrar-General, the Hon. Mr. E. A. Irving, undertook the duty, at the request of His Excellency, of presenting the awards.

The interesting ceremony attracted a large number of Chinese, but it was regrettable that few Europeans were present. Among those present were The Hon. Dr. Ho Kai, C.M.G., the Hon. Mr. Wei Yuk, C.M.G., Messrs. Ho Kam Tong, Lau Chu Pak, S.W. Tao, Chan Siu-ki, Wong Fa-lung, Li Shan-hin, Tam Hok-po (Chairman, Tang Wa Hospital), Ng Hon Chi, Chan Lok-chen, Cheung Chang-ki, Tsan Hui-shan, Francisco Tsui-yat, Siu Yuen-fai, Cheuk-hing, Heung Chi-leung, Cheung Shik-ki, W. E. Clarke, Li Po-kwai, Mok Man-cheung, Capt. T. P. Hall, Leung Pui-ki, Li Man-ki, Kwok Yiu-won, Tam Ho-kong, Tsui Tat-choy, and Simon Tsai-yan.

The Hon. Dr. Ho Kai opened the proceedings. He said—Mr. Irving—Sir, I have been asked to introduce to you, the owner, coxswain and crew of the steam launch "Kam Shun," and to request you to be so good as to present them on behalf of the leading members of the Chinese community with an embroidered silk banner, one gold and seven silver medals accompanied with gifts of small sums of money. I have very great pleasure in so doing, for I consider that a more gallant and successful act in life-saving has never been witnessed within the waters of the Colony than that performed by the master of the "Kam Shun" and his crew on the 8th day of June last. I need not recount in detail the terrible disaster that overtook the ill-fated vessel "Powan" on the night of the 8th ultimo, as the incident is doubtless still fresh in your memory, and the mind of the public. I shall simply allude to the one bright spot amidst the gloom of that deplorable catastrophe, and that is the comparatively few lives lost, largely owing to the bravery and promptitude in life-saving shown by the coxswain and crew of the "Kam Shun." The "Kam Shun" was the first vessel that reached the "Powan" before it sank, and by its timely and most valuable aid alone, about 130 out of something like 200 persons on board were successfully rescued from a watery grave. I have been informed that the assistance rendered was not unattended with considerable risk and danger to both vessel and crew of the rescuing boat, and this makes the merit of the rescuers all the greater, and our admiration of their humanity and gallantry all the more profound. As a small token of such admiration, and as an encouragement to others who may be called upon at some future time to render similar services, we respectfully ask you to present on our behalf to the owner, coxswain and crew the various mementos which I shall now proceed to enumerate. To Mr. Chan Ying Fan, the owner, an embroidered silk banner. To Mr. Lau Tai, the coxswain, a gold medal and a purse of \$50. To Messrs. Chan Ying, Chan Ho, Young Yau, Soi Loo, Cheung Loo, Lai Yung, Mr. Tsui, a silver medal and a purse of \$25 each. (Applause).

The Hon. Mr. E. A. Irving, having presented the mementos, replied as follows:—Dr. Ho Kai, Directors of the Tang Wa Hospital, and gentleman—it has given me much pleasure to assist at the interesting ceremony which you have come here to witness. I have handed a banner, medals, gold and silver, and other rewards to the owner, coxswain and crew of the steam launch "Kam Shun" to commemorate an action which will long live in the annals of Hongkong, and to mark the appreciation of the Chinese public. Without that timely action, that commendable promptitude, there are many Chinese families who would to-day be mourning the loss of their nearest and dearest. Napoleon the Great once praised the "three o'clock in the morning courage," as the sort that is rarest and most valuable. I think that our friends here must have been inspired by something of this quality when, at 10 o'clock on a dark night of wind and rain, without a moment's hesitation they answered to the call of duty. Fortunately no lives were lost among the rescuers; but that does not lessen the risk incurred, the risk of panic and the mad rush which has before now enveloped rescuers and all in a common destruction.

The Hon. REGISTRAR-GENERAL then addressed the recipients in Chinese as follows:—There is a Chinese saying, "Who saves a life is better than he who builds seven pagodas." You have saved over 150 lives, and have thus acquired much merit. Heaven will surely give you prosperity, and your sons and grandsons will be many.

Continuing in English the Hon. Mr. Irving congratulated the leading Chinese on the spirit which prompted them to organise the presentation and made particular reference to Mr. Ho Kom-long as the chief mover in the matter. (Applause).

The master of the "Kam Shun" and Mr. Ho Kom Tong replied and refreshments were afterwards served.

The medals were simple in design bearing on the obverse four Chinese characters meaning: "For conspicuous services in saving people

from drowning." On the reverse the following inscription is engraved in Chinese: "Presented by the Committee of the Tung Wa Hospital, directors of the Po Leung Kuk Society and the leading Chinese gentry and merchants of Hongkong."

The proceedings terminated with cheers for Mr. Irving.

Subsequently a reception took place at the office of Messrs. Tak Kee and Co., launch owners, when Mr. Chan Ying Fan, the head of the firm, presented gold medals to the coxswain and crew of the "Kam Shun" and the silk banner received earlier in the afternoon was unfurled. The recipients were afterwards entertained to a Chinese dinner.

OPIUM STATISTICS.

Mr. A. M. A. Evans in the *North China Daily News* traverses the analysis of Mr. Clementi recently published. Dealing with that portion of the report relating to opium smoking in Hongkong Mr. Evans writes:—

"It will be noted that as regards the population of the Colony, which includes the New Territories at Kowloon on the mainland, the figures for the New Territories are not available," although they have been under British control for a number of years. He goes on to calculate the percentage in Hongkong and arrives at the conclusion that the ratio is 12.942 per cent. of the entire adult population.

It will be noted at once that while he goes to a considerable amount of trouble in an endeavour to prove that the ratio in China Proper is at most only two per cent. of the entire population, his figures for Hongkong (where, as he says "we no longer deal with estimates but with accurate figures") indicate that the percentage is as high as 12.942 per cent, while the Opium Farmer, he tells us, puts it at ten per cent. Is it credible that the percentage of smokers in Hongkong is in fact much greater than in China Proper?

It is likely that the incentive to smoke opium is much greater in Hongkong than in China, where the drug is much cheaper?

Mr. Clementi puts the average dose at 2.400. If, as is probable, the average daily dose is 1. made then the ratio of smokers in Hongkong is about 20 per cent.

If the percentage of smokers is in fact so much greater in Hongkong than in China then it would seem to stand to reason—if we are really as Sir E. Grey and other statesmen have indicated, desirous to help China—that no time should be lost in suppressing the traffic in that portion of His Majesty's Dominions. Under the heading "Application of Figures to Divans," Mr. Clementi premises that "all smokers of opium are slaves of the habit"; the large majority of persons who smoke prepared opium in divans are also slaves of the habit; also "after the abolition of divans the Opium Farmer will continue, as heretofore, to possess the right of selling prepared opium and dress opium to the general public."

Here, then, we find Mr. Clementi going so far as actually to premise that many people addicted to the opium habit are enslaved by it. He is right—all smokers gradually become enslaved by the habit.

The Chinese census—upon which Mr. Clementi bases his figures is wholly unreliable. In taking the census in China, District Officials are supposed to count the number of houses, and report the total—which may or may not be correct—to their chief, the Governors or Vice-roys of Provinces. As far as I am aware the population of the Empire is calculated by estimating five human beings to each house.

This is, of course a very loose way of doing it, and it is, therefore, particularly noteworthy that Mr. Clementi has referred to the census of China in a manner calculated to lead the general public to suppose that it is taken in much the same way as estimates of population are computed in Western States. He offers no explanation, no enlightenment on the subject.

Although Mr. Clementi attacks Mr. Theodore Taylor, M.P., for saying "the blackest spots

are under British rule" yet his figures go far to prove that Mr. Taylor spoke the truth, there being (as he alleges) only 1 per cent. of smokers in China but 12 per cent. in Hongkong. The folly, or rather the madness, of any attempt on the part of Great Britain to prevent the Chinese Government from giving full effect to the Anti-Opium edict will be realised by those who are acquainted with the despotic system of Government in China. Whether we had seen fit to adopt a sympathetic policy or otherwise, the Chinese Government would of course continue the campaign against opium, and when it considered the time for very drastic measures had arrived would issue orders to all Vice-roys, Governors and District Magistrates that on and after a certain date all persons, of whatsoever rank or station in life, who are found continuing the evil habit of opium smoking must be summarily decapitated in public as a warning to others. Thus, although the right to import Indian Opium continued despite China's appeal for help, the trade in it would be ultimately extinguished and we would have lost a golden opportunity to set up to our precepts and insure to ourselves and to our successors a measure of power and prestige and commercial prosperity in the Far East such as no other nation will ever have an opportunity to acquire.

The Government of the day has acted wisely, and I believe it to be a matter of paramount importance that it should be demonstrated how in Shanghai and in Hongkong and the Straits, in an uncertain manner, that Great Britain is determined to do all that lies in her power to assist China to effect as rapidly as possible from these regions the last vestige of a habit which makes for the degradation of all who are addicted to it. We should close all the divans, we should establish Opium Refuges, give habitual smokers a few months grace in which to give up smoking, and encourage the Chinese to establish Anti-Opium Societies in their cities, the suburbs, and all the villages under their control, by setting the example in those under our control.

Owing to the impossibility of obtaining accurate returns of the production and movements of native opium, also owing to the unreliability of the so-called Census of China and the lack of records of the amount issued, it is impossible to ascertain that any one attempting to calculate the percentage of smokers in China must inevitably waste a great deal of valuable time in vain attempt to accomplish the impossible. If Mr. Clementi's figures were correct, even then the opium habit affecting eight millions of our fellow creatures and their progeny is sufficient to call for the most energetic action to suppress the use of opium.

The master of the "Kam Shun" and Mr. Ho Kom Tong replied and refreshments were afterwards served.

The medals were simple in design bearing on the obverse four Chinese characters meaning: "For conspicuous services in saving people

THE CRUISE OF THE AMERICAN BATTLESHIPS.

(FROM THE "TIMES" CORRESPONDENT WITH THE FLEET.)

To those aboard, the cruise divides itself into two parts—one, of a man-of-war's unending routine at sea, with 16 battleships ever in station at ten knots, the watch officer's eye on the speed cones by day and the speed lights by night; and the other, of the entry into foreign ports, with salutes, firing, cheering thousands on the shores, and a regatta of every available sightseeing craft on the water, followed by days of paraffin entertainments in a community which one saw in an abnormal condition of crowds and excitement.

From a strictly naval point of view the long run has been mainly a test of steam endurance.

It was a surprise to American officers to hear that in some quarters in their own country as well as in foreign countries doubt was expressed whether the fleet would ever reach San Francisco intact; and now that the task is accomplished, they are equally surprised that the public should think they had done anything remarkable. Before the cruise began they looked for more training in the preparations for departure than in a run of 14,800 miles. On the whole, the project was unpopular with them. It was so in small part, perhaps, because of the necessarily long separation of married men from their families, and in large part because, in a port-to-port tour, coal supplies would not permit of the battle-maneuvers which they would have at their regular winter training station at Guantamano, in Cuba.

That a navy should be able to steam long distances efficiently if coal was provided seemed a sine qua non, especially with the United States navy, which has two coasts to defend.

"It is no great trick for an ocean steamer to go from New York to San Francisco, and it ought not to be for a battleship if we are worth our salt," as one officer said; though the suggestion that 16 ocean steamers should engage to keep in formation at 400 yards distance from mast to mast for 14,800 miles puts his remark in a different light. Except on one occasion, when sent to land a sick man at San Juan, Porto Rico, no ship was out of formation longer than 12 hours and no repairs were made in any port except from the regular repair ship, the *Panther*, and then only minor ones.

When the *Connecticut*, the flagship, which never made a call on the *Panther*, reached Magdalena Bay and her engineer was asked for his report of repairs needed, he answered "None." In a run from San Diego to Magdalena Bay, with her bottom fouled from four months in tropical waters, she exceeded her trial speed. The only accident which might have put a ship temporarily out of commission for a prolonged run occurred at Santa Barbara, while on the California coast, and was such that the broken part could readily be replaced when in touch with homeyards. High civil quarters in Washington, which preferred a practical demonstration to any theoretic ideas of steaming efficiency, are evidently satisfied with the outcome, but not more than the navy itself.

Scarcely among the officers as to the value of the cruise have been almost without exception won to a contrary view. Effect on the merit of the officers and crews until home ports were reached has been pronouncedly beneficial. A new and a strong sense of homogeneity was developed. The men were contented. Enlistments increased at home from the reports of the good time in seeing the world that the men with the ships were having. After his frolic among strange sights, where he laboured with a strange language, Jack kept the proverb by being the brightest kind of a boy.

"I have never been able to get as much earnest work out of the men before," was a frequent saying of division officers. They went to the drills in the preparation, a target practice at Magdalena Bay with shooting ast in the period of a week or more between ports. In the ship which had the best average for coal efficiency the chief engineer was changed once on the cruise, and his junior twice. It is the American idea that an officer should have all-round training in every branch. Specialism, though somewhat practised, especially in torpedo work, is against the rules, and a captain who observes them to the letter makes frequent change. At the elbow of commissioned officers, only seconding them in practical details, are most efficient warrant machinists of a high class and highly paid. This corps played well their part in bringing the fleet to Magdalena Bay two days ahead of time.

The *personnel*, from Admiral to cooks, was thoroughly irritated by the American papers that a pilot was to be employed for Magdalena. Of course, none was.

The Straits present no problem in navigation for single ship, which, if pressed by

knows, can readily find room for anchorage. But the navigator of the flagship had the responsibility of 16 ships keeping their intervals at about 11-knot speed, with the danger of treacherous tide drifts throwing

him off the course if the high, rocky shores of Crooked Beach should be hidden by one of the frequent squalls. A breakdown, too, in such a situation might have been serious.

In order to clear the second two-thirds of the passage (Punta Arenas being one-third of the whole distance from cape to cape) before daylight was over, the start from Punta Arenas was made at midnight. Happily, the weather was clear through Crooked and Forward Beaches, though a dense fog made both high rocky shores invisible in the two hours of sea reach before the fleet was out in the Pacific. This was the only solitary occasion when the fleet navigator, Lieutenant-Commander George C. Day, was off his schedule. He was half an hour late, because the tides had not kept faith with the hydro-

graphic records.

PLAGUE WORK IN HONGKONG.

The following description of plague work in Hongkong forms an annex to the annual report of the Principal Civil Medical Officer, Dr. Atkinson, and the Medical Officer of Health, Dr. Clark.

There are at present four Plague Inspectors for the City of Victoria, and one for Kowloon. There are eleven coloured Foremen and Interpreters, one for each District of the City of Victoria and one for Kowloon, who supervise the work of the plague-catchers, assist in the house-to-house cleanings and act as Interpreters to the Inspectors, where necessary. There are four gangs in the City of Victoria each consisting of one Chinese foreman, one artisan and seven coolies, while Kowloon has a gang consisting of a Chinese foreman, two artisans and ten coolies.

During non-epidemic periods the whole of this staff is engaged in house-to-house cleansing work, about ten houses or thirty floors a day are dealt with, and each tenant receives three days' notice, on a form in English and Chinese, requiring him to thoroughly cleanse his premises. The refuse turned up in this cleaning is removed by the gang to the nearest dust-bin. The soap solution is used in the street in which the houses are situated, and supplies hot water and soap solution to the tenements and cleans out all empty floors, tenements, etc. The tenants themselves clean out their own premises. The refuse turned up in this cleaning is removed by the gang to the nearest dust-bin. The soap solution is used in the street or on the verandahs.

When the cleansing work is completed by the Inspectors the Inspector visits every floor accompanied by the Foreman Interpreter and some of the coolies with a bucket of Pesterine (liquid fuel) which is applied to the sides and corners of the floors, and to the skirtings and round the partitions of cupboards and the corners of the stairs, by means of the mops, under the personal supervision of the Inspector. Pesterine is a black treacle-like liquid which stains woodwork and it was decided therefore at the latter end of the year to substitute for it a mixture of equal parts of Cyllin and Petrol diluted with water to 1 in 200. This

of Peru, who drove their herds down from the mountain ranches expecting that the thousands of carnivorous eating "Gringoes" in the "big fleet" would be meat-finished.

The home supply of fresh potatoes, which are hard to keep in hot latitudes, was not exhausted until after leaving Rio. Dehydrated potatoes made an excellent substitute. Beans and flour and tinned vegetables and delicacies enabled Jack to live as well as he would at the navy yard, with the added pleasure of sampling many tropical fruits. This aspect suggests how easy it is for a navy, with the proper auxiliaries, to be self-sustaining in its food supplies. With four or five Culpeas and Glaciers—thence, of course, to theentine for plants aboard each battleship—the fleet could feed itself all the way around the world. It was simply a proportion of the number of rations a day with which an efficient paymaster's department had to deal.

The Chief of Staff's dominating bugbear was the failure of any of his colliers to arrive in time, and this was the worse because the fleet was mostly supplied by foreign tramp colliers, on which he could not feel the dependence that he would on navy colliers. None however disappointed him. The question of when the United States would load colliers in case of war was brought home with marked effect in Washington.

Though in Secretary Root's mind the political demonstration for South America may have been important, the practical arrangement of the itinerary had no thought of such port except as a coaling station. The fewest stops possible were made. As Rio could not be reached in one run, we called at Trujillo. As we must fill our bunkers between Rio and Callao, Punta Arenas, the Port Said of the Straits, a Chilean frontier town of 15,000 inhabitants, had the honour of being host to a fleet with a population aboard larger than that ashore. In every port colliers were alongside as soon as the anchors were dropped. Usually there were four colliers, and four ships were loaded a day, making four days for the 16. With ten days at Callao and at Rio, there was ample leeway for any unlooked-for demands, which meant shore leave, too, for the men.

Every noon the amount of coal that each ship had burned for the last 24 hours was signalled to the flagship. On that record each ship stood before all her sisters. A ship with a bad record could expect comment from the Admiralty or a sarcastic request for a report about towing gear. None ever reached port with less than two days' coal aboard. The longest run was 320 miles. In that from Honolulu to Auckland it will be 3,500. The divergence in coal economy between ships, when each was urging its fire-room to its best, spoke volumes to the professional mind about boiler-types and builders' thoroughness. One ship burned an average of 20 per cent more than another, which exceeded her tonnage by 2,000 tons. Honours were with the Connecticut class which would proceed day after day at ten knots with little variance in consumption. The five of this class could go from San Francisco to Manila without coaling.

In the mind of the vice-admirals, any question as to the wisdom of the amalgamation of the line and the engineers, in which the American navy lead, seems to have been permanently settled. In the ship which had the best average for coal efficiency the chief engineer was changed once on the cruise, and his junior twice. It is the American idea that an officer should have all-round training in every branch. Specialism, though somewhat practised, especially in torpedo work, is against the rules, and a captain who observes them to the letter makes frequent change. At the elbow of commissioned officers, only seconding them in practical details, are most efficient warrant machinists of a high class and highly paid. This corps played well their part in bringing the fleet to Magdalena Bay two days ahead of time.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, COLES: A.B.C., 5th Rd. Lieber's. P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS

COLONIAL SECRETARY'S DEPT.

With reference to Government Notification No. 551 of 9th December, 1904, which is hereby cancelled, it is notified that on and after the 1st January, 1908, the fees (payable monthly) at QUEEN'S COLLEGE, will be as under:—

Classes I, II and III: ... \$48 per annum.
Classes IV, V and VI: ... \$32 per annum.

F. H. MAY,
Colonial Secretary.
Hongkong, 13th July, 1908. 169

HONGKONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of Shareholders in the Co. may, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to 11th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 20th July, 1908. 169

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

For Account of the Estate of the late Colonel MARTIN.

TO-MORROW (TUESDAY) the 21st July, 1908, at 2.30 P.M. at their Sales Rooms, No. 8, Des Voeux Road, Central (Corner of Ice House Street).

SUNDAY
GOODS AND EFFECTS, belonging to the above Estate.

TERMS—As Usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 20th July, 1908. 169

PUBLIC AUCTION.

THE Undersigned has received instructions from H.I.G.M.'S CONSUL AT CANTON or Trustees nominated by the Bankruptcy Court at Wiedikon, Zürich, in Switzerland, to have sold by Public Auction for Account of the latter

On WEDNESDAY, the 22nd July, 1908, and following days 11 a.m. at Messrs. AERHOLD, KARBERG & CO.'s New Premises, British Concession, Shamian, Canton.

SUNDAY HOUSEHOLD ARTICLES AND FURNITURE, Comprising—

Two SINGLE BRASS BEDSTEADS, CROCKERS, CHINAWARE, VASES, BLACKW. ODWARE, A Great Lot of SILVERWARE, A Great Selection of CURIOS, BRONZE FIGURES, ONE CURIOUS BRONZE CLOCK, WOODEN and IVORY PICTURE FRAMES, as well as PICTURES, GUNS and RIFLES, KAITAN CHAIRS, ONE PANO. A Lot of BOOKS by Famous Authors.

Ac. &c. &c. &c.
Terms—Cash on delivery in Hongkong Banknotes.

A. JOHANN. Bailiff for H.I.G.M.'s Consulate, Canton, 16th July, 1908. 169

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "FLINTSHIRE" will be despatched for the above Ports on or about the 5th August, 1908.

For Freight and Passage apply to— SHEWAN, TOME'S & CO., Agents.

Hongkong, 20th July, 1908. 1093

CHOLERA.

OWING to the prevalence of Cholera in Canton and the surrounding district, the public are hereby WARNED of the danger of eating uncooked fruit and vegetables.

Under-ripe or over-ripe fruit tends to cause Diarrhoea which predisposes to Cholera.

The public are further informed that the boiling of milk or water prevents any risk of infection from these sources.

C. M. L. MESSEY,
Head of the Sanitary Department.
Hongkong, 15th July, 1908. 1077

SANG MOW.

RATTAN AND CHASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS. MATTINGS in all colours on Sale.

All Orders receive prompt attention.
59A, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, 20th February, 1908. 401

WANTED

WANTED.

YOUNG MAN (English), seeks employment as Assistant in European firm. Competent Stenographer and Typist. Acquainted with General Office Work and Shipping, and speaks the Cantonese dialect. Excellent references. Apply "C.A." Care of "Daily Press" Office, Hongkong, 13th July, 1908. 1080

SITUATION WANTED.

ENGLISH NURSE desires Situation. Acquainted to the care of Children. Apply, in first instance, "NURSE," Care of "Daily Press" Office, Hongkong, 15th July, 1908. 1071

WANTED.

HOUSE of not less than 7 ROOMS, on Upper Level. Apply to— Box 105, Care of "Daily Press" Office, Hongkong, 17th July, 1908. 1085

WANTED.

AN OLD STEAMER or SAILING VESSEL in sound condition and suitable for a Hulk, length not more than 200 feet; to be delivered in Shanghai. Full Particulars and cost to be sent to PARKER, ROBE & CO., 1A, Jinkee Road, Shanghai. 1072

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

A INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrant may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 22nd inst. to WEDNESDAY the 29th inst. (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 18th July, 1908. 1074

THE WEST POINT BUILDING CO., LIMITED.

A INTERIM DIVIDEND of Dollars Two per Share for the Six Months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrant may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 22nd instant to WEDNESDAY the 29th instant (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
General Agents for the
WEST POINT BUILDING CO., LTD.
Hongkong, 15th July, 1908. 1076

INTIMATIONS

ALEXANDRA CINEMA-THEATRE
No. 2, ZEILAND STREET.

TO-NIGHT (MONDAY) 20th JULY,
3 Performances every Night.

First Performance from 8 P.M.
Second " 9.15 "
Third " 10.30 "

Splendid Programmes.
Several Talented Artists.

Admission ... 31.

GRAND ILLUMINATION.
A number of Electric Fans are fitted in the Theatre.

Hongkong, 17th July, 1908. 1086

NOTICE.

DRAPERY GOODS CHEAP SALE

Apply to— No. 51 and 53, WELLINGTON STREET. DART LOONG.
Hongkong, 7th July, 1908. 1044

NOTICE.

N. MOALLE & COMPANY, LTD.

AT A MEETING OF SHAREHOLDERS held at AMoy on 8th inst. it was resolved that the Company be VOLUNTARILY WOUND UP, and that Mr. G. W. BARTON is appointed LIQUIDATOR. AMoy, 9th July, 1908. 1084

PRIVATE BOARD AND RESIDENCE MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 568

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Published DAILY.
Is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS Circles largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong; 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classics or Colonial Chinese.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 20th February, 1908. 401

CHUNG NUGT S.N.C. (Chinese Daily Press)

TO LET

OFFICE ROOM on the First Floor of No. 54-56, Queen's Road Central, Bent

Acquainted with General Office Work and

Shipping, and speaks the Cantonese dialect.

Excellent references. Apply "C.A." Care of "Daily Press" Office,

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SHIPPING.

ARRIVALS.

AMARA, British str., 1,526, Mattock, 19th July. — Hongay 18th July. Coal — Jardine, Matheson & Co.
ASIA, British str., 3,542, Harry Gaukroger, 19th July — San Francisco 23rd June, and Shanghai 17th July. Mails and General — O & S. S. Co.
BANGKOK, German str., 1,337, T. Nicolsen, 9th July — Bangkok 9th July, Rice and Meal — Butterfield & Swire.
BENELD, British str., 2,510, J. Potter, 18th July — Kuching 13th July, General — Gibb, Livingston & Co.
CHIPEKING, British str., 1,199, F. Mooney, 18th July — Tientsin 11th July, Chefoo and Weihai-wei 13th, General — Jardine, Matheson & Co.
CHIN LIN, Chinese str., 1,177, C. Stewart, 18th July — Shanghai 15th July, General — Chinese.
FOOTLOU, British str., 18th July — Canton.
HAIRAU, French str., 377, O. A. Hoog, 18th July — Pachoi and Hoochow 16th July, General — A. R. Mait.
HAINAN, British str., 636, A. J. Robson, 19th July — Foochow 16th, Amoy 17th, and Swatow 18th, General — Douglas, Lapraik & Co.
HINBANG, British str., 18th July — Canton.
HONG KONG MARU, Japanese str., 3,447, W. C. T. S. Finey, 15th July — Yokohama 14th July — Teyo Kisan Kaisha.
KWANGSI, British str., 19th July — Canton.
LIMAN, British str., 1,251, C. Williams, 19th July — Haiphong 15th, and Hoochow 18th, General — Butterfield & Swire.
MATILDE, German str., 331, A. P. Ulderson, 19th July — Haiphong and Hoochow 16th July, Pigs — Jansen & Co.
SECHI MARU, Japanese str., 999, I. Ijichi, 13th July — Tamsui via Amoy and Swatow 17th July, General — Osaka Shoson Kaisha.
SIGNAL, German str., 940, G. Schlaikier, 17th July — Saigon 10th July, General — Jansen & Co.
SURUGA, British str., 2,727, Chubb, 17th July — Keelung 15th July, General — Dodwell & Co.

DEPARTURES.

18th July.
AMIGO, German str., for Hoochow.
CHOWTAI, German str., for Bangkok.
KAGOSHIMA MARU, Japanese str., for Shanghai.
KUTSANG, British str., for Shanghai.
KWANGSII, Chinese str., for Shanghai.
LIMAN, German str., for Saigon.
MANCHURIA, American str., for San Francisco.
OCANO, British str., for Pulo Laut.
PENANG, British str., for Manila.
SABINE RUMMEL, Dutch str., for Palambang.
SINGAN, British str., for Hoochow.
SOLETAD, Norwegian str., for Haiphong.
19th July.
BENELD, British str., for Amoy.
CHINGOT, British str., for Kobe.
CHOWTAI, German str., for Bangkok.
DAIJIN MARU, Japanese str., for Swatow.
DEVAWONGSE, German str., for Swatow.
GLENBOY, British str., for Shanghai.
HALDIS, Norwegian str., for Saigon.
OMBANG, British str., for Weihai-wei.
SILESIA, Austrian str., for Shanghai.
SUBUGA, British str., for Manila and New York.

SHIPPING REPORTS.

The British str. *Hainan* reports: Light wind with heavy rain squalls.
The British str. *Liman* reports: Light winds and fine weather.
The British str. *Chipeking* reports: Fog from 1st 34° to 32° N. and light rain with S.E. winds; thence to Breaker Port. Light S. W. winds; cloudy and fine; Breaker Port to Port, moderate S. W. monsoon; overcast with rain at intervals.

VESSELS IN DOCK.

July 18th.

ABERDEEN DOCKS — KOWLOON DOCKS — Soregon, Fiume, Cowfield, Cranley, Katherine Park, Hutchings, Lightning, Lockhart, H.M.S. Sandpiper, COSMOPOLITAN DOCKS — Mortlake.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 21st inst., at NOON.
For Freight or Passage, apply to DAVID SASFON & Co., Ltd., Agents, Hongkong, 18th July, 1908. 1065

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, ETC.

THE Steamship

"EMPIRE," Captain Helms, will be despatched as above TO-MORROW, 21st July, at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents, Hongkong, 30th June, 1908. 1012.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN," Captain Robson, will be despatched for the above Ports TO-MORROW, the 21st inst., at 2 P.M.

A reduction of 20 per cent. on First Class Fares to Foochow, will be made during the Months of July, August and September.
For Freight or Passage, apply to

DOUGLAS, LAPHAIK & Co., General Managers, Hongkong, 18th July, 1908. 1088

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring near out Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blaikie Pier. 3 From Blaikie Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DEVANIA	Brit. str.	—	J. H. Hides, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL...	GLENSTRAE	Brit. str.	—	J. Macgillivray	McGREGOR BROS. & GOW	On 1st August.
LONDON, HAMBURG & ANTWERP...	FLINTSHIRE	Brit. str.	—	Luning	SHIWAH, TOME & CO.	About 24th August.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Habed	HAMBURG-AMERICA LINIE	On 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Jager	HAMBURG-AMERICA LINIE	On 27th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINIE	On 28th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERICA LINIE	On 29th August.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERIA	Fr. str.	—	Lemonnier	MESSAGERIES MARITIMES	On 29th August.
MAESEUILLES, &c. VIA PORTS OF CALL...	CALEDONIEN	Fr. str.	—	Gao, Anderson	NIPPON YUSEN KAISHA	To-morrow, at 1 P.M.
MAESEUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SATE MARU	Brit. str.	k. w.	W. R. Hickey	P. & C. S. N. Co.	On 22nd inst., at D'light
MAESEUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	k. w.	Wagner	HAMBURG-AMERICA LINIE	About 30th inst.
MAESEUILLES, ANTWERP & HAMBURG, &c.	C. FRED. LABISZ	Jap. str.	k. w.	A. Christiansen	MILCHERS & CO.	On 5th Aug., at D'light
MAESEUILLES, HAVRE & COOPENHAGEN, &c.	BINGO MARU	Jap. str.	—	Kotsie	HAMBURG-AMERICA LINIE	Middle of September.
MAESEUILLES, ANTWERP & HAMBURG, &c.	CATHAY	Dan. str.	—	E. L. Somer	HAMBURG-AMERICA LINIE	On 12th Aug., at D'light
MAESEUILLES, ANTWERP & HAMBURG, &c.	SPERIA	Brit. str.	k. w.	E. V. Binner	HAMBURG-AMERICA LINIE	On 29th inst., at Noon.
GENOA, MAESEUILLES, LONDON & CO.	KARO MARU	Jap. str.	—	E. Tarabochia	SHIWAH, TOME & CO.	On 11th August.
GENOA, MAESEUILLES, LONDON & CO.	PRINZ LUDWIG	Ger. str.	—	Anderson	STANDARD OIL CO.	On 24th inst., at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL...	MONTROSE	Aus. str.	—	—	CANADIAN PACIFIC R. CO.	On 8th Aug., at Noon.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL...	SCHUYLKILL	Dan. str.	1 m.	—	CANADIAN PACIFIC R. CO.	To-morrow, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	—	On 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	GLENFARG	Brit. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 13th Aug., at D'light
VICTORIA, B.C. & SEATTLE, WASH., &c.	SHINANO MARU	Jap. str.	—	W. Shotton	JODWELL & CO. LTD.	On 14th Aug., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	SUVERIO	Am. str.	—	—	NIPPON YUSEN KAISHA	Hongkong, 19th July, 1908. 1
ART MARU	Brit. str.	—	—	—	—	Acting Superintendent.
EMPIRE	Brit. str.	—	—	—	—	THE Company's Steamship.
TALYAN	Jap. str.	1 m.	—	—	—	"DEVANIA."
KUMANO MARU	Ger. str.	—	—	—	—	Captain T. H. Hides, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 25th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "MOLAYA," 10,000 tons, from Colombo, special accommodation in which vessel is secured before departure from Hongkong.
PRINZ SIGISMUND	Jap. str.	—	—	—	—	Silk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PESSIA," due in London on the 8th September, 1908.
YAWATA MARU	Am. str.	—	—	—	—	Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
YAWATA MARU	Brit. str.	—	—	—	—	For further particulars, apply to F. J. ABBOTT.
YAWATA MARU	Brit. str.	—	—	—	—	Hongkong, 19th July, 1908.
YAWATA MARU	Brit. str.	—	—	—	—	Acting Superintendent.
YAWATA MARU	Brit. str.	—	—	—	—	THE Company's Steamship.
YAWATA MARU	Brit. str.	—	—	—	—	"DEANNA."
YAWATA MARU	Brit. str.	—	—	—	—	Captain T. H. Hides, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 25th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "MOLAYA," 10,000 tons, from Colombo, special accommodation in which vessel is secured before departure from Hongkong.
YAWATA MARU	Brit. str.	—	—	—	—	Silk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PESSIA," due in London on the 8th September, 1908.
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YAWATA MARU	Brit. str.	—	—	—	—	Hongkong, 19th July, 1908.
YAWATA MARU	Brit. str.	—	—	—	—	Acting Superintendent.
YAWATA MARU	Brit. str.	—	—	—	—	THE Company's Steamship.
YAWATA MARU	Brit. str.	—	—	—	—	"DEVANIA."
YAWATA MARU	Brit. str.	—	—	—	—	Captain T. H. Hides, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 25th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "MOLAYA," 10,000 tons, from Colombo, special accommodation in which vessel is secured before departure from Hongkong.
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YAWATA MARU	Brit. str.	—	—	—	—	Hongkong, 19th July, 1908.
YAWATA MARU	Brit. str.	—	—	—	—	Acting Superintendent.
YAWATA MARU	Brit. str.	—	—	—	—	THE Company's Steamship.
YAWATA MARU	Brit. str.	—	—	—	—	"DEVANIA."
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YAWATA MARU	Brit. str.	—	—	—	—	Hongkong, 19th July, 1908.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	NOTES
MARSEILLES, LONDON and ANTWERP via SINGA.	SOGOTRA	Daylight, 21st July	Freight only.
PORE, PENANG, COLOMBO, and PORT SAID.	Capt. W. H. Hickey	July	
SHANGHAI	DELTA	About 23rd July	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 25th July	See Special of CALL.
Capt. T. H. Hilt, E.N.R.			Advertisement.
SHANGHAI, MOJI, KOBE, NYANZA, and YOKOHAMA	NYANZA	About 1st Aug.	Freight and Passage.
Capt. H. S. Bradshaw			

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 20th July, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"FOOCHOW"	On 29th July, 4 P.M.
SHANGHAI	"KUOKIANG"	On 21st July, 4 P.M.
MANILA	"TAIWAN"	On 21st July, 4 P.M.
HOIHOW and HAIPHONG	"LINAN"	On 23rd July, Daylight.
MANILA, SAMBOANG, THU-		
DAY ISLAND, COOKTOWN,		
CAIENS, TOWNSVILLE,		
BEISBANE, SYDNEY, with	"TAIWAN"	On 3rd Aug., 4 P.M.
Transhipment for TASMANIA,		
NEW ZEALAND, ADELAIDE,		
FRIMANSEE and PEETH		
MANILA STEAMERS & TIENTSIN STEAMERS	have superior Passenger accom-	
	modation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	BUTTERFIELD & SWIRE, AGENTS.	11

For Freight or Passage, apply to—

Hongkong, 20th July, 1908.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	About Friday, 24th July.
Capt. D. Lenz		
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	Wednesday, 28th July, at Noon.
Capt. F. V. Binner		
SHANGHAI, NAGASAKI, KOBE	"PRINZ REGENT LUITPOLD"	About Wednesday, 29th July.
Capt. H. Kirchner		
MANILA, NEW GUINEA, BRIS-	"PRINZ SIGISMUND"	Thursday, 13th Aug., 11 A.M.
BANE, SYDNEY and MELBOURNE	Capt. D. Lenz	
KUDAT & SANDAKAN	"BOBNO"	Beginning of Aug.
Capt. F. Schell		

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st July, 1908.

5

HAMBURG-AMERIKA LINIE
HAMBURG.EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.	
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA	... About 22nd July	S.S. ISTRIA ... 26th July
FOR MARESILLES, ANTWERP & HAMBURG: S.S. C. FERD. LAEISZ	About 30th July	
FOR HAVRE & HAMBURG: S.S. SAXONIA	... 9th Aug.	S.S. SILVIA ... 23rd Aug.
FOR MARESILLES, ANTWERP & HAMBURG: S.S. SPEZIA	... About Mid. of Sept.	S.S. SLAVONIA ... 6th Sept.
FOR HAVRE & HAMBURG: S.S. AMERICA	... 20th Sept.	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 16th July, 1908.

Hongkong Office. 12

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN	"CHIPSHING"	Wednesday, 22nd July, Noon.
SHANGHAI	"WOSANG"	Wednesday, 22nd July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 23rd July, Noon.
MANILA	"YUNSAM"	Friday, 24th July, 4 P.M.
SANDAKAN	"MAUSANG"	Tuesday, 28th July, 4 P.M.
MANILA	"LOONGSANG"	Friday, 31st July, 4 P.M.
SHI-HAL, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 14th Aug., Noon.

RETURN TOURS TO JAPAN.

COULDING 14 DAYS.
The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Koo (Inland Sea) and Moji to Hongkong, providing
a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.* Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.† Taking Cargo on Through Bills of Lading to Yangtze, Port, Caofoo, Tientsin
and Newchwang.‡ Taking Cargo on Through Bills of Lading to Indus, Lashad, Dara, Simpore, Tawao,
Uenak, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Hongkong, 20th July, 1908.

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NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.
FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE,
PENANG, COLOMBO AND PORT SAID.

THE Company's Newly Built Passenger Steamer

"KAMO MARU"

(Tons 8000 Gross Reg. Captain F. L. SOMME)

Will be despatched as above on WEDNESDAY, 12th August, at Daylight.
Every known Comfort provided on Board for Travellers: First Class Staterooms
Amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suites.
Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light,
Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and
Stewardess. Unexcelled service.

Cheapest Passage Rates to Europe and Around-the-World. For further particulars, apply to

NIPPON YUSEN KAISHA.

1069

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS SAILING DATES 1908.

MARSEILLES, LONDON and SADO MARU TONS 6227 WED'DAY, 22nd July.

ANTWERP, via SINGA Capt. Geo. Anderson, at Daylight.

PORE, PENANG, COLOMBO and PORT SAID Capt. A. Christiansen, Tons 6247 at Daylight.

VICTORIA, B.C. and SHINANO MARU TONS 6382 TUES'DAY, 21st July.

SEATTLE, WASH. via KAWASAKI Capt. K. Kawara, Tons 6382 at 4 P.M.

KESHIJANG, SHANGHAI, AKI MARU TONS 6444 TUES'DAY, 18th Aug.

MOJI, KOBE YOKKAICHI, SHIMIZU and YOKOZIMA Capt. M. Yagi, Tons 6444 at 4 P.M.

SYDNEY and MELBOURNE KUMANO MARU TONS 5076 FRIDAY, 7th Aug.

via MANILA, THURSDAY Capt. N. Matheson, Tons 5076 at Noon.

ISLAND, TOWNSVILLE YAWATA MARU TONS 3317 FRIDAY, 4th Sept.

and BRISBANE AWA MARU TONS 6309 FRIDAY, 24th July.

KOBE and YOKOHAMA YETOBORU MARU TONS 4165 MONDAY, 27th July.

BOMBAY via SINGAPORE and COLOMBO MOYORI MARU TONS 3750 SATURDAY, 1st Aug.

SHANGHAI, MOJI and KOBE YAWATA MARU TONS 3817 WED'DAY, 5th Aug.

NAGASAKI, KOBE and YOKOHAMA YAWATA MARU TONS 3817 at Noon.

YOKOHAMA ... Fitted with Marconi's System of Wireless Telegraphy.

... Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada

and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic

Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,

1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's

Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER. 356

Hongkong, 20th July, 1908.

T. KUSUMOTO, MANAGER. 356

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Hongkong, 20th July, 1908.

T. KUSUMOTO, MANAGER.

POST OFFICE NOTICE

The *Armand Béhic*, with the French mail of the 19th June, left Saigon on Friday, the 17th instant, at 6 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 16th May.

FOR	FROM	DATE
Saigon.	Ching Wo.	Monday, 20th, 1.00 P.M.
Swatow.	Holene.	Monday, 20th, 1.00 P.M.
Macao.	Sun Tai.	Monday, 20th, 1.15 P.M.
Singapore and Chittagong.	Foochow.	Monday, 20th, 3.00 P.M.
Hainan and Pakhoi.	Haitan.	Monday, 20th, 4.00 P.M.
Singapore.	Socota.	Monday, 20th, 4.00 P.M.
Singapore, Amoy, Foochow and Shanghai.	Chosha Maru.	Tuesday, 21st, 9.30 A.M.
Singapore, Penang and Calcutta.	Lightning.	Tuesday, 21st, 10.00 A.M.
Tinak, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide, Perth and Fremantle.	Empire.	Tuesday, 21st, 10.00 A.M.

Europe, &c., India via TUTICORIN. (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Swatow, Amoy and Foochow.	Holene.	Tuesday, 21st.
Macao.	Sun Tai.	Printed Matter and Samples..... 10.00 A.M.
Shanghai.	Caledonian.	Registration, with late fee of 10 cents, up to 10.45 A.M.)
Kuching, Chungking, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria B.C. and Seattle.	Kiukwong.	Registration, Kowloon, 10.00 A.M. No late fee.
Singapore, Penang and Calcutta.	Taming.	Letters..... 11.00 A.M.
Macao.	Shinano Maru.	Tuesday, 21st, 8.00 P.M.
Singapore, Amoy and Anping.	Sado Maru.	Tuesday, 21st, 5.00 P.M.
Tientsin.	Shosha Maru.	Wednesday, 22nd, 11.00 A.M.
Macao.	Chipping.	Wednesday, 22nd, 1.15 P.M.
Shanghai and Haiphong.	Sun Tai.	Wednesday, 22nd, 3.00 P.M.
Holbow and Haiphong.	Wocang.	Wednesday, 22nd, 5.00 P.M.
Singapore, Penang and Calcutta.	Linan.	Thursday, 23rd, 11.00 A.M.
Macao.	Nansang.	Thursday, 23rd, 1.15 P.M.
Singapore, Amoy and VANC.	Sui Tai.	Friday, 24th.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Macao.	Sui Tai.	Letters..... 11.00 A.M.
Macau.	Yuenlong.	Friday, 24th, 3.00 P.M.
Manila.	Zafiro.	Saturday, 25th, 1.15 P.M.
Macao.	Sui Tai.	Saturday, 25th.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANC (B.C.).	Empress of China.	Printed Matter and Samples..... 10.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Registration, with late fee of 10 cents, up to 2.45 P.M.)

Sandakan, Kuching, Moji, Kobe, Yokohama, Shimizu, Yokohama, Honolulu, San Francisco, and Portland.

Europe, &c., INDIA via TUTICORIN. (Late Letters, 1.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

IRISH WHISKIES.

MESSRS. BROWN CROBETT & CO.,

KILLOWEN DISTILLERY.

SPECIAL LIQUEUR ... \$20.00 PER DOZEN

SPECIAL ULSTER ... \$16.00 "

ULSTER ... \$14.00 "

PURE MALT POT STILL.

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 11th July, 1908.

PASSENGERS

ARRIVED.

DEPARTED	ARRIVED
Per <i>Rubi</i> , for Manila, Mrs N. Heyman, Mr. M. Goldenberg, Sister Magdalene, Rev. F. Giner, Messrs. E. D. Rafferty, H. Morgan, C. A. Smith, M. Tchobchelbaki, E. Zack, J. Clark and Claudio Clema.	Per <i>Manchuria</i> , for San Francisco, &c., Mr. and Mrs. E. H. Jennings and 2 children, Mr. and Mrs. F. Van Prag, Mr. and Mrs. J. D. Burke & child, Dr. and Mrs. A. Beatty, Mrs. McAdoo and Mrs. Shee, Mrs. L. C. Benedict, Mrs. L. V. Benedict, Mrs. L. Yahoo, Misses Newcomb and Fish, Dr. A. P. Goff, Lt. Com. W. L. Miley, U.S.N., Messrs. S. S. Young, John G. Gibson, Alex Colledge, D. J. Richards, J. R. Van Tassel, B. L. Sneed, B. J. Dunkey, C. E. Beatty, W. J. Addis, T. Gribaydon, Allen W. Hamilton and Nelle Hamilton.
Per <i>Hainan</i> , from Coast Porte, Mr. and Mrs. Page & 2 children, Mr. and Mrs. Pyne & child, Mr. Osborne.	Per <i>Asia</i> , from San Francisco, &c., Mr. and Mrs. M. H. O'Malley, Capt. and Mrs. W. E. McCormack and child, Miss L. J. Cooper, Dr. V. L. Andrews, Messrs. T. C. Anderson, Clark James, Chas. E. Ashbury, Ervin J. Ebo, Harry D. Cooper, R. A. Rowley, H. A. Whitehorn, T. T. Cochrane, C. C. Blackshear and Robert E. Miller.
Per <i>Asia</i> , from Coast Porte, Mr. and Mrs. Page & 2 children, Mr. and Mrs. Pyne & child, Mr. Osborne.	Per <i>Asia</i> , from San Francisco, &c., Mr. and Mrs. M. H. O'Malley, Capt. and Mrs. W. E. McCormack and child, Miss L. J. Cooper, Dr. V. L. Andrews, Messrs. T. C. Anderson, Clark James, Chas. E. Ashbury, Ervin J. Ebo, Harry D. Cooper, R. A. Rowley, H. A. Whitehorn, T. T. Cochrane, C. C. Blackshear and Robert E. Miller.

TO-DAY.

Alexandra Cinema Theatre, Zetland Street, 8.15 and 10.30 p.m.

TO-MORROW.

Sale, Sundry Goods and Effects of the late Colonel Martin, Sales Execms. Messrs. Hughes & Hong, 2.30 p.m.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

July 18th.

ON LONDON.—

Telegraphic Transfer..... 1.15

Bank Bills, on demand..... 1.92

Bank Bills, at 30 days' sight..... 1.84

Credit, at 4 months' sight..... 1.10

Documentary Bills 4 months' sight/1.10.

ON PARIS.—

Bank Bills, on demand..... 2.74

Credit, at 4 months' sight..... 2.32

on demand..... 1.85

ON GERMANY.—

Bank Bills, on demand..... 4.4

Credit, at 60 days' sight..... 4.54

ON BOMBAY.—

Telegraphic Transfer..... 1.86

Bank, on demand..... 1.87

ON CALCUTTA.—

Telegraphic Transfer..... 1.84

Bank, on demand..... 1.87

ON SHANGHAI.—

Bank, at sight..... 7.48

Private, 30 days' sight..... 7.54

ON YOKOHAMA.—

On demand..... 8.81

ON MANILA.—

On demand..... 8.92

ON SINGAPORE.—

On demand..... 7.8

ON BATAVIA.—

On demand..... 10.84

ON HAIPHONG.—

On demand..... 9.00 p.m.

ON SAIGON.—

On demand..... 9.04 p.m.

ON BANGKOK.—

On demand..... 8.4

SOVEREIGN'S Bank's Buying Rate..... 10.85

GOLD LEAF, 100 fine, per tael..... 57.40

BAR SILVER, per oz..... 24.17

SUBSIDARY COINS.

Chinese 20 cents pieces..... \$8.90 discount.

10 " " 9.25 "

Hongkong 20 " " 8.65 "

" 10 " " 8.70 "

OPIUM.

July 18th.

Quotations a/c.

Malwa Old..... 920 per picoul.

Malwa Old..... 965 "

Malwa V. Old..... 897/60 "

Malwa V. Old..... 1010/30 "

Perlia fine quality..... 380

Perlia extra fine..... 3880

Patna New..... 3165 per chest.

Patna Old..... 375 "

Banora New..... 3975 "

Banora Old..... 300 "

Letters..... 3.00 P.M.

TUESDAYS EXPECTED.

THE FRENCH MAIL.

The M.M. str. *Armand Béhic* with the French Mail of the 21st ult. and Mail from London of the 20th ult. left Saigon on Friday, the 17th inst. at 6 a.m., and may be expected to arrive here to-day, and will leave for Shanghai and Japan on the same afternoon.

THE INDIAN MAIL.

The Indo-Chin str. *Lorraine* from Calcutta's and the Straits left Singapore for this port on the 15th inst. after noon.

THE GERMAN MAIL.

The H.G.L. str. *Prinz Sigismund* left Sydney on the 30th ult. at 10 a.m., and may be expected here on or about the 22nd inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* left Vancouver on the 6th inst. p.m. for Hongkong via the usual ports of call.

THE MERCHANT STEAMERS.

The J.C.O. str. *Tibbles* left Moji for this port